

ITEMS OF INTEREST FROM MANY STATES

Important News Gathered from Abroad for the Benefit of Our Readers.

The fire loss in Kentucky last year was \$2,214,525.5.

Admiral A. S. Crowninshield, retired, died in Philadelphia. He was 72 years of age.

After a session of 160 days the first Legislature of Oklahoma adjourned sine die Friday.

Night riders continue to destroy tobacco beds in Southern Ohio, despite the presence of troops.

The Breathitt county grand jury has returned 77 indictments for the illegal sale of liquor.

Former President Cleveland is reported to be much improved. He sat at the window of his room Friday afternoon.

Under suspension of the rules the House passed the Senate bill providing for greater air space in the steers of steamships.

A tentative draft on the Republican platform will be prepared in Washington. President Roosevelt will be one of the advisers.

New Hampshire Democrats voted down a resolution to instruct for Bryan, but elected the Bryan ticket for delegates-at-large to Denver.

The State Capitol Commission has retained Frank M. Andrews to continue as architect of the new State building which was designed by him.

The House adopted a sweeping resolution calling on the Secretary of the Interior for information regarding the location of railroad rights of way in Alaska.

Ward Headley, attorney for the Caldwell county farmers against whom a judgment for \$35,000 was recently given, paid over \$15,000 to the attorneys for Robert Hollowell as a result of a compromise.

Hogs rooted up two human bones on the farm of Mrs. Guinness, near LaPorte, Ind. The stomachs of Mrs. Guinness, two of the children and Andrew Helgelein have been sent to Chicago for chemical analysis for possible traces of poison.

David Jayne Hill, the American minister to the Netherlands, will be received in audience by Queen Wilhelmina, June 1, and will present his letters of recall. He is going to Berlin to succeed Charlemagne Tower as American Ambassador there.

W. W. Spence, a millionaire, of Springfield, Mass., on his way to Kentucky to complete a deal for a large tract of coal lands, died suddenly on a train at Olive Hill.

Colin, James R. Keene's undefeated champion 2-year-old of last year and winner of the Withers Stakes, his only start this year, has broken down.

In the Senate a resolution was offered by Mr. La Follette directing the Secretary of Commerce and Labor

to investigate the conditions in the business of telegraph and telephone companies doing an interstate business.

Gov. Wilson pardoned Mrs. Mary Lou Hollowell, who was under indictment in Caldwell county on the charge of scraping a plant bed. Mrs. Hollowell and her husband were driven from the State by night riders.

The death of Gen. Stephen D. Lee, commander-in-chief of the U. C. V., leaves Gen. W. L. Cabell, of Lallias, Texas, commanding general of the Trans-Mississippi Department of the United Confederate Veterans, the ranking officer in this organization. Gen. Cabell issued an official notification to United Confederate camps.

Walter Duncan and Riley Harrod, well known Shelby county farmers, were indicted on the charge of killing Newton R. R. Hazlett, whose body was found in the road near Jacksontonville last Friday. Duncan admitted the killing and took all responsibility for the act. He said he was expecting a raid by night riders and asked Harrod and another neighbor to assist him in defending his property. He said he only fired at Hazlett in self-defense.

Gen. Stephen D. Lee, commander-in-chief of the United Confederate Veterans, and one of the last three surviving lieutenant generals of the Confederacy, died at Vicksburg, Miss. Overexertion in the ceremonies attendant upon the reunion of Iowa and Wisconsin veterans of the G. A. R. at Vicksburg, brought about Gen. Lee's illness. Following the reception of the Northern visitors, in which Gen. Lee took a leading part, he suffered an attack of acute indigestion, but later rallied and during the past week showed much improvement. On Wednesday afternoon he again collapsed and grew gradually weaker until death relieved his sufferings.

A FACT ABOUT THE "BLUES"

What is known as the "Blues" is seldom occasioned by actual existing external conditions, but in the great majority of cases by a disordered LIVER.

THIS IS A FACT which may be demonstrated by trying a course of

Tutt's Pills

They control and regulate the LIVER. They bring hope and buoyancy to the mind. They bring health and elasticity to the body.

TAKE NO SUBSTITUTE.

Loar & Burke are showing a splendid line of fashionable Spring Clothing. See their advertisement elsewhere in this issue.

Spring jewelry, all the latest novelties, just received at Conley's store

ROAD DRAG

U. S. Good Roads Department Issues Important Bulletin.

One of the latest publications issued by the Office of Public Roads of the United States Department of Agriculture treats of the split-log drag. An implement which numerous experiments have conclusively shown to be the greatest possible boon to keep earth roads smooth and passable. Because of its simplicity, its efficiency and its cheapness, both in construction and operation, it is destined to come more and more into general use. With the drag properly built and its use well understood, the maintenance of earth roads becomes a simple and inexpensive matter.

At the present time there are approximately 2,000,000 miles of earth roads in the United States. Some of the most important of these roads will eventually be improved with stone, gravel, and other materials. Many others which are equally important cannot be so improved on account of lack of funds or suitable materials, while still others will not require such treatment because of the light traffic to which they are subjected. For these reasons the majority of our roads must be maintained as earth roads for many years to come. This must be done by inexpensive methods and the split-log drag will be a powerful aid to economy in the criterion demand.

In the construction of this implement, care should be taken to make it so light that one man can lift it with ease, a light drag responding more readily to various methods of hitching than a heavy one, as well as to the shifting of the position of the operator. The best material for a split-log drag is a dry red cedar log, though elm, and walnut are excellent, and box elder, soft maple, or even willow are superior to oak, hickory, or ash. The log should be between 7 and 10 feet long and from 10 to 12 inches in diameter at the but end. It should be split carefully as near the center as possible, and the heaviest and best slab chosen for the front. In the front slab four inches from the end which is to drag in the middle of the road bore a 2-inch hole which is to receive a cross stake. At a distance of 22 inches from the other end of the front slab, locate the center for another cross stake. The hole for the middle stake will be on a line connecting and halfway between the two. Then place the back slab in position from the end which is to drag in the middle of the road measure 20 inches for the center of the cross stake and six inches from the other end locate the center of the opposite stake. The hole for the center stake should be located halfway between the two. All these holes should be carefully bored perpendicular or at right angles to the face of the split log.

If these directions are followed it will be found that when the holes of the front and back slabs are brought opposite each other, one end of the back slab will be 16 inches nearer the center of the roadway than the front one. That gives what is known as "set back." The stakes which are 30 inches long, will hold the slabs this distance apart. When the stakes have been firmly wedged into their sockets, a brace about two inches thick and 4 inches wide may be placed diagonally to them at the ditch end of the drag. A cleated board is placed between the slabs and across the stakes for the driver to stand on.

By many it is deemed best to place a strip of iron along the front face of the front slab for a cutting blade and to prevent the drag from wearing. The drag may be fastened to the doubletree by means of a trace chain. The chain should be wrapped around the left-hand or rear stake and passed over the front slab. Raising the chain at this end of the slab permits the earth to drift past the face of the drag. The other end of the chain should be passed through a hole in the opposite end of the front slab and held by a pin passed through a link.

For ordinary purposes the hitch should be made that the unloaded drag will follow the team at an angle of about 45 degrees. The team should be driven with one horse on either side of the right-hand wheel track or rut the full length of the portion to be dragged, and made to return in the same manner over the other half of the roadway. Such treatment will move the earth towards the center of the roadway and raise it gradually above the surrounding level.

The best results have been obtained by dragging roads once each way after each heavy rain. In some cases, however, one dragging every three or four weeks has been found

sufficient to keep a road in good condition.

When the soil is moist but not sticky the drag does its best work. As the soil in a field will bake if plowed wet, so the road will bake if the drag is used on it while wet. If the roadway is full of holes or badly rutted, the drag should be used once when the ground is soft and slushy. This is particularly applicable before a cold spell in winter, when it is possible to so prepare the surface that it will freeze smooth.

Not infrequently conditions are met which may be overcome by a slight change in the manner of hitching. Shortening the chain tends to lift the front slab and make the cutting slight, while a longer hitch causes the slab to sink more deeply into the earth and act on the principle of a plow.

If a furrow of earth is to be moved, the doubletree should be attached close to the ditch end of the drag, and the driver should stand with one foot on the extreme end of the front slab.

Conditions are so varied in different localities, however, that it is quite impossible to lay down specific rules. Certain sections of a roadway will require more attention than others, because of steep grades, wet weather springs, soil conditions exposure to sun and wind, washes, etc. There is one condition, however, in which special attention should be given. Clay roads under persistent draggings frequently become too high in the center. This may be corrected by dragging the earth towards the center of the road twice, and away from it once.

There is no question as to the economy of this road making implement, either in first cost or operation. In six counties in Kansas in 1906 the cost of maintaining ordinary earth roads, without the aid of the split-log drag, averaged \$42.50 a mile. These figures were furnished by Prof. W. C. Hoad, of the University of Kansas, who secured them from official records of the counties.

Some figures furnished by F. P. Sanborn and R. H. Ashton, General Manager of the Chicago and Northwestern Railroad, have revealed the wonders of this simple device. Mr. Sanborn said: "The least expense per mile per annum for split-log dragging was \$1.50, the greatest a little over \$6, and the average expense per mile for 5 1/2 miles a little over \$3. I have lived along this road all my life and never in 40 years have I seen them freer from mud and dust, despite the fact that during the season we have experienced the extremes of weather conditions."

The testimony of Mr. Ashton is equally strong. Learning that a township in Iowa had been making an investigation of the split log drag and had been experimenting with it for a year on 28 miles of highway, he sent an agent to secure information. It was reported that although the town board paid the cost of making the drags and of hiring men to operate them, the total expense for one year averaged but \$2.40 a mile, and the roads were reported to have been "like a race track the greater portion of the year."

Notice of Commissioner's Sale.

Roscoe Ratcliffe and others Plf's vs. Samuel Maynard and others, Df's.

Pursuant to a judgment of the Lawrence Circuit Court rendered at its April Term, 1908, in the above entitled action, the undersigned will, on MONDAY, JUNE 15th, 1908, (that being regular County Court day), offer for sale at the front door of the Court House in Louisa, Lawrence County, Kentucky, to the highest and best bidder the following described property to-wit:

The house and lot and storehouse, known as the residence of Elijah Maynard, deceased, situated in Lawrence County, Kentucky, at mouth of Rock Castle Creek, described as follows:

Beginning at the forks of the county road, thence along east side north 3d, west 50 feet to a stake; south 89, east 200 feet to a stake; south 3, east 50 feet to a set stone on north side county road; north 89, west 200 feet to the beginning, containing two and 29-100 acres.

TERMS: Sale will be made on a credit of six and twelve months; the purchaser to execute bonds to the Commissioner, with lien retained on the property so sold until the price is paid in full.

F. L. STEWART,

M. C. L. C. C.

FOR SALE.—House and lot in Louisa, five rooms and bath, gas and water, everything in good repair. Corner lot, desirable location. Apply to C. T. Rule, Paintsville, or M. F. Conley, Louisa.

WANTED:—To buy a good Jersey cow. Apply at this office.

DOCTOR
A. P. BANFIELD,
CATLETTSBURG, KY.

In office all the time. Lives in office building. Practice:—Ear, Eye, Nose and Throat.

I have furnished rooms for patients who have to remain for treatment or operation.

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Some of you are paying more for your job printing than the Big Sandy News office charges, and getting a poorer class of work and a cheaper grade of stock. It is worth your while to investigate.

RUBBER STAMPS.

Rubber stamps are a great convenience for certain purposes. They are not suitable for printing your letter heads and envelopes. Neatly printed stationery looks business-like and is cheaper, all things considered, than buying blank stock and stamping it yourself.

However, we furnish rubber stamps at 1 cent for a single line 3 inches or less in length. 35 cents for 8 line 3 inches or less.

Seals, Stock Certificates, &c.

OFFICERS' AND NOTARY SEALS.
\$1.50 to \$2.00 Dates 15c

Big Sandy News,
Louisa, Kentucky

Who Will Be President?

This is a presidential year, and every man must read to keep posted on politics. The

Courier-Journal

(Henry Watterson Editor)

Is a Democratic Newspaper, but it prints the news as it develops. One dollar a year is the price of the WEEKLY COURIER-JOURNAL but you can get that paper and the

BIG SANDY NEWS

BOTH ONE YEAR FOR ONLY
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If you will send your order to this paper—NOT to the Courier-Journal.

DAILY COURIER-JOURNAL
\$6.00 a year.

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We can give you a combination cut rate on these if you will write this paper.

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Black Minorca, the great non-sitting egg machines. Two pairs Eggs \$1 and \$2.00 per sitting. O. F. Williams

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Short breath, fluttering, palpitation, sinking spells are symptoms of a weak heart, struggling to do its work. It must keep the blood in circulation to carry nourishment to make flesh, bone and muscle, and remove the worn-out particles. When it cannot do this, it must have help. Dr. Miles' Heart Cure gives strength to the heart nerves and muscles, and increases the heart action.

"I am glad to say that I am so much improved in health. Dr. Miles' Heart Cure cured me when several doctors failed. I think no other medicine could do for me what Heart Cure has done. My case was bad; had as it could be at times. I had difficulty in getting my breath, my heart beat so fast at times that I thought it impossible to live without relief; the pain was very severe in my left side, and my nerves were all unstrung; had almost given up all hope of being cured, and I am sure I would not, if I had not taken the Heart Cure. I take great pleasure in recommending Dr. Miles' Heart Cure to all who suffer with heart disease."

MRS. MARY C. HANLEY, Sullivan, Mo.

Dr. Miles' Heart Cure is sold by your druggist, who will guarantee that the first bottle will benefit. If it fails he will refund your money.

Miles Medical Co., Elkhart, Ind.

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Attorney at Law,
WEBBVILLE, KY.

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All kinds of farms for sale. If you want your farm sold, list it out. I have several good timber propositions for sale, and also good coal propositions. Buy and sell real estate.

Can find the farm you want. Write me if you want a farm or town property.

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Keeps the hair soft and healthy. Promotes a beautiful growth. Never fails to restore gray hair to its youthful color. Cleanses the scalp and keeps the hair from falling out. 25c and 50c per bottle.

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Louisa, Kentucky

Bank Talks

By the Louisa National Bank,
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The Service We Render.

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M. G. WATSON, Pres.
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You may not require our services in every department, but whatever your needs are in banking, we wish to serve you. A personal talk with the cashier will clear any doubtful points that you may have about our service.

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